



An agency of the Government of Ontario



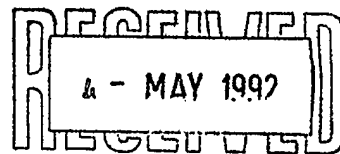
Un organisme du gouvernement de l'Ontario

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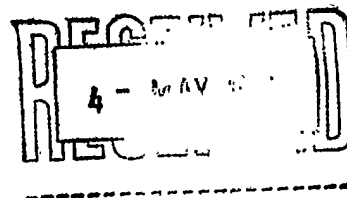
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# THE CORPORATION OF THE CITY OF LONDON



DEPARTMENT OF THE CITY CLERK  
K.W. SADLER, CITY CLERK

REGISTERED

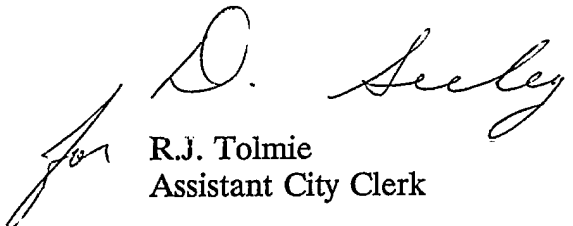


April 27, 1992

Ontario Heritage Foundation  
2nd Floor, 77 Bloor St. W.  
Toronto, Ontario  
M7A 2R9

Re: Designation of the Blackfriars Bridge  
The Ontario Heritage Act, R.S.O. 1990, c. 0.18

Please find enclosed, a certified copy of By-law No. L.S.P.-3140-106, entitled "A by-law to designate the Blackfriars Bridge to be of architectural value", passed by the Municipal Council of The Corporation of the City of London on April 21, 1992 and registered as Instrument No. 911189 on April 23, 1992.

  
R.J. Tolmie  
Assistant City Clerk

/ds

Enc.

Mary Stephens  
T. Lafrance  
H. Pulver  
R. Cerminara

By-law No. L.S.P.-3140-106

A by-law to designate the Blackfriars Bridge to  
be of architectural and historic value.

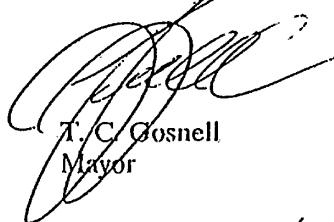
WHEREAS pursuant to The Ontario Heritage Act, R.S.O. 1990, c. 0.18, the Council of a municipality may by by-law designate a property including buildings and structures thereon to be of historic or architectural value or interest;

AND WHEREAS notice of intention to so designate the property known as the Blackfriars Bridge which extends over the North Branch of the Thames River has been duly published and served and no notice of objection to such designation has been received;

The Municipal Council of The Corporation of the City of London enacts as follows:

1. There is designated as being of architectural and historic value or interest, the real property which extends over the North Branch of the Thames River known as the Blackfriars Bridge, more particularly described in Schedule "A" hereto, for the reasons set out in Schedule "B" hereto.
2. The City Clerk is authorized to cause a copy of this by-law to be registered upon the title to the property described in Schedule "A" hereto in the proper Land Registry Office.
3. The City Clerk is authorized to cause a copy of this by-law to be served upon the owner of the aforesaid property and upon the Ontario Heritage Foundation and to cause notice of this by-law to be published in the London Free Press, and to enter the description of the aforesaid property, the name and address of its registered owner, and short reasons for its designation in the Register of all properties designated under The Ontario Heritage Act, R.S.O. 1990.
4. This by-law comes into force on the day it is passed.

PASSED in Open Council on April 21, 1992.



T. C. Gosnell  
Mayor



R. J. Tolmie  
Assistant City Clerk

First reading - April 21, 1992  
Second reading - April 21, 1992  
Third reading - April 21, 1992

## **SCHEDULE "A"**

To By-law No. L.S.P.-3140-106

Blackfriars Road (now known as Blackfriars Street), Registered Plan 58(W) in the City of London and County of Middlesex.

## **SCHEDULE "B"**

To By-law No. L.S.P.-3140-106

### **Blackfriars Bridge**

One of London's most cherished landmarks, Blackfriars Bridge has been a source of inspiration to local artists, writers, photographers and historians for many years, and is identified as a provincially significant engineering structure by an Ontario Heritage Foundation Historic Sites Plaque.

### **Historical Reasons**

The Blackfriars Bridge ranks among Canada's most significant surviving 19th century engineering structures. It is believed to be the oldest wrought iron bridge in North America still used for vehicular traffic.

The bridge was built by local contractor Isaac Crowse who constructed most of London's bridges between 1875 and 1911, as well as the dam at Springbank and the first pier at Port Stanley.

### **Architectural Reasons**

Blackfriars is a fine example of bowed truss construction and one of the few such bridges left standing in Canada. It gracefully extends over the North Branch of the Thames River an unsupported 212 feet, supported by stone foundations on either bank. It is topped by a low parabolic chord and the suspended roadway gives it a sense of floating above the river. Other distinctive features include the pin connections, timber deck, and lattice girders.

It was designed and fabricated to an American prototype by the Wrought Iron Bridge Company of Canton, Ohio. This design was first patented in 1870. It was reported that the cost of the bridge was \$10,000 and over 96,000 pounds of wrought iron have been used in its construction. Wrought iron was chosen because it was renowned for its excellent qualities of strength, malleability, and resistance to corrosion.

In continuous use since its construction in 1875, it was the first iron bridge in London to span the Thames River. With a bridge at this location since 1831 there have been several wooden predecessors to the existing structure, though none of these earlier structures were able to withstand the severe spring floods. Dissatisfaction with this situation resulted in the decision by the then City Council to replace an earlier Blackfriars Bridge and, by 1889, all of the City's wooden bridges with seven iron structures. Blackfriars is the only remaining wrought iron bridge in London. It was formerly the principal bridge linking London to its northern hinterland. Superseded in use by a bridge on Richmond Street, it owes its lengthy survival to a relatively low level of traffic volume and to a recognition by the public and Municipal engineering department that Blackfriars Bridge is a significant example of early engineering technology. The bridge was renovated in 1952, which resulted in the bridge having a slightly heavier appearance than it had originally.

Though generally in good condition various wrought iron details have deteriorated over time. This is particularly true of the bridge's ornamental characteristics such as the rosettes and knobs which enliven the pedestrian barriers. The original plaque identifying the manufacturer has recently disappeared.

## Schedule "B" (cont'd)

### Contextual Reasons

The gentle curve of Ridout Street (east side) on to the bridge augments the experiential qualities inherent in the structure including its narrow width, the texture of the wooden deck, and the streamlined elegance of its bowed profile. These characteristics and the steep, well-treed riverbanks and parkland create a rural feel in this downtown location.